



Prairie Capital Corvair Association

P.O. Box 454
Pawnee, Illinois 62558

The Flat Six

June 2023

2023 Officers

President -Tim Mahler	(217) 793-3824	Vice-President Jim Allen	(309) 361-5351
Secretary-vacant	(Call Tim)	Treasurer-Glen Rittenhouse	(309) 472-3882
Membership-Chris Hall	(217) 691-6529	Historian/Inventory - vacant	
FlatSix Editor Tim Mahler	(217) 793-3824	Email	PrairieCapital@corvair.org

Board of Directors

Mike Hall (2023)	(217) 494-7105	Chris Hall (2024)	(217) 691-6529
Jim Collier (2023)	(217) 972-2285	Brian Nicholson (2023)	(217) 891-0808

From the Prez

Adventures abound. June 3rd, the Pawnee Prairie Days has a car show scheduled with registration starting at 8am to 11am and the show judging starting at 11:15. Awards will be presented at 2:00pm. One Corvair is sure to be top in class – Why? Mike Hall and Rich Grooms are both involved with the show and there is a Corvair Class (plus a Chevy class, a Camaro class and a Corvette class. Everyone else gets lumped into 3 year classes). In theory, the Corvair could be in three different classes, but I presume we will all get placed in the Corvair class. Hence one top in class award.

PCCA is slated to meet at the this Car show versus having a separate meeting at the Corvair Museum. This allows everyone to finish prepping to attend the International CORSA convention in Wisconsin Dells June 19-24, 2023. That should be a fun time for everyone, Corvair enthusiasts and water park enthusiasts will have a doubly good time in the Dells.

The PCCA president, me, will be in New Jersey vs the Pawnee show. He's trying to finish running a marathon in all 50 states for the fourth time. Just 8 states to go, all in the New England area. After that, he is hoping to attend the CORSA convention for a few days. It's been a while since it has been this close to central Illinois.

Tim



Tim's 1966 coupe.

The thunderstorm gave it a much needed bath.

Calendar of Events - 2023

PCCA Home Page may be found at <http://www.corvair.org/chapters/chapter627>



Directions to the CPF Corvair Museum near Glenarm Illinois. Take exit 88 from I-55, from either direction, head west – turn right if you are traveling south on I-55, left if traveling north. Follow the road as it curves to the left, south. Go straight at the stop light (turning right takes you to Chatham). The Museum is 1.3 miles from the stop light on the right hand side – just past the Double J campgrounds.

June 3

Pawnee Prairie Days and Car Show – Pawnee Illinois
PCCA Meeting No business meeting, but all PCCA members are encouraged to attend this event in lieu of the June PCCA meeting
Registration: 8-11am. Judging starts 11:15am. Awards at 2:00pm
Curry Funeral Home parking lot. 407 Carrol Street (Rte 104) Pawnee IL
I-55 exit 82, head East to Pawnee. Corner of 5th and Carroll on rte 104.
Entry fee is \$15. Carnival rides, food, drinks nearby at festival.

June 10,11

Route 66 Association Annual tour.
Corvair Museum is on Historic RT66 and is listed as a stop for the tour.

June 19-24, 2023

2023 CORSA International Convention June 19-24, 2023
Chula Vista Resort, **Wisconsin Dells, WI**
Concours, Road Rally, Economy Run, Autocross, swap meet, tech sessions, More



July 8, 2023

PCCA Meeting 2:00-4:00 pm.
LOCATION: the CPF Museum in Glenarm
Program: Brain Nicholson tech session.

July 22

Litchfield All transportation show (no registration), Litchfield IL

August 14, 2023

PCCA Meeting Monday, Illinois State Fair grounds. Senior Day.
Near the RT66 permanent exhibit. Meet off site to travel to fairgrounds as group.
Will attempt to have business meeting at Noon (lunch)

September 9, 2023

SOS Auto Show, downtown Springfield 8:00am to 3:30pm
PCCA Meeting 1:00pm. At the show.

Sept 29,30, Oct 1

Great Plains Corvair Roundup. Guthrie Oklahoma (just North of Oklahoma City)
Car display, Corvair Concours, swap meet, other activities

October 14, 2023

PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum in Glenarm

November 11, 2023

PCCA Meeting 2:00-4:00 pm. LOCATION: the CPF Museum in Glenarm

December 9, 2023

PCCA Christmas get together, luncheon. The Berta's have located a nice place in Taylorville for this year's get-together. Any new ideas are welcomed.

For more Corvair Events Check the calendar on the CORSA Web site:
www.corvair.org



PCCA May meeting

The drive to the May meeting was dry...but a thunderstorm roared through as we were meeting. It was mostly over for the drive home. For the lone Corvair that braved driving in heavy rains with 60s wipers, this was a welcome relief. A modern Lincoln had its own issue with wiper blades. Modern wiper blades fail (split) much like the old ones. Again, the rain abating for the drive home helped.

Failed and/or missing parts were also the theme for the tech session. When you move lots of Corvair parts around over a long stretch of time, parts start to hide from you. Afraid of being moved again? Maybe. But most likely buried as Corvair part stashes get donated to the museum (actually, to the CPF but proceeds are typically allocated to the museum for operating expenses).

Never fear, Mike, in all his travels, learned something new about 1962 vs 1963 Forward Controls (Rampside, Greenbriers and such).

Did you know that in 1963, Chevrolet added a rain gutter to the pillar of the FC? It was not present on the 1962 models and early 1963 non St Louis made FCs. This help direct rain away from the windshield, at least I presume that was the purpose. So, if you see an FC at a show without this rain gutter, you know it's a 62. The National Corvair Museum has both years, near each other, if you want to go see for yourself. Thanks to Eva McGuire and all her Chevrolet contacts for this nifty bit of trivia. – hmmm. I wonder if the Stock Corvair Group (and Corvanatics) knew this too? Probably. They are very resourceful groups - both part of the CORSA family of specialty Corvair clubs.

Mike also provided some enlightenment on the 1969 body shell that was donated to the museum several years ago. Again, from friends of Eva, the body was mule - test shell - used to verify the build process of the cars going down the assembly line at Fisher Body. And, not surprisingly, or maybe it is, that robotics were used back in the 1960s for welds and other mundane tasks. Those robotics needs to be tested too. Learning new things all the time at these meetings. Thanks to the Corvair Lady and all her contacts from when the Corvair was being built back in the day.

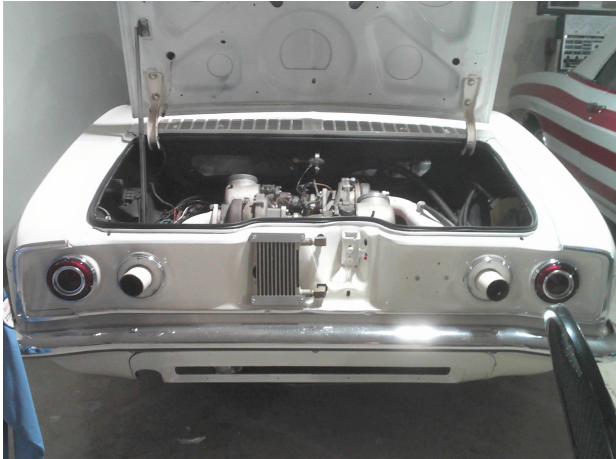
The Berta, Bill and Shelby brought refreshments - that hit the spot quite nicely. Thank you. And both the treasurer and president completely forgot about the 50/50 drawing, saving almost everyone a dollar or two. It was a good day – even the rain which was needed for the farm fields and gardens.

Oh, by the way, Funny Car driver Tim Wilkerson stopped by the museum near the end of the Tech Session. Brian Nicholson gave him the grand tour that most visitors get. Tim is local to the Springfield area and I thought it was cool to have him visit the Corvair museum. Enjoy watching him race on the NHRA circuit.

Side by side pictures of the a-pillar rain gutter. I took pictures of the drain holes in the roof gutter that allows the water to drain down, but those wouldn't show well in the black and white printed newsletter.



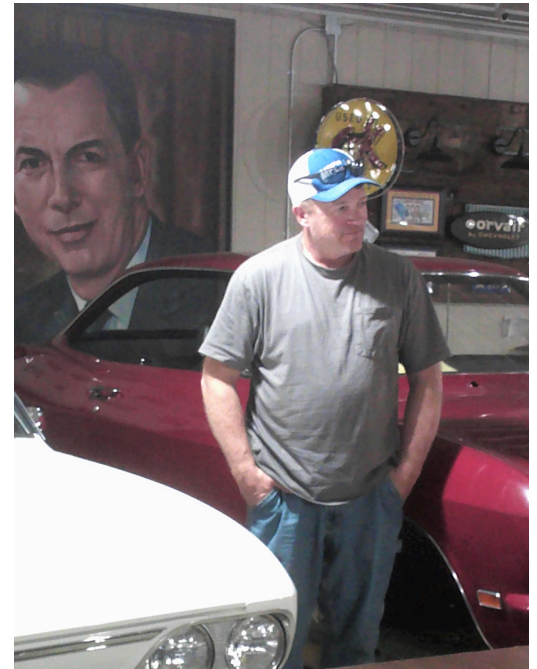
Pictures from the Museum and May Meeting. Most taken by our famed photographer, Shelby Berta



The record setting propane powered Corvair.
Photo by Shelby Berta



Glen, Brian and Tim listen to Mike Hall's tech session.
Photo by Shelby Berta



Brian Nicholson. Photo by Shelby



Don Yenbko's Jacket. Photo by Shelby



A Corvair Brake exhibit spotted by Tim. When did they add this? The brake light even works.



An early Corvair mock-up in front of several early model Corvairs at the National Corvair Museum

The Preventive Maintenance Series

Mike Dawson

Diagnosing a Fuel Related Problem

Engine running problems (warmed up and off idle) related to fuel will usually give the driver the sensation of no power, reduced power, hesitation, flat spots, or surging. This would be opposed to electrical and mechanical problems that cause individual misses (putt, putt, putt) or harsher bucking or jerking under a load.

Fuel problems can generally be divided in to two categories: Fuel Delivery and Fuel Management. The following may help with diagnosis of cars & FC with the two carburetor system - some checks can obviously be used on turbos:

Fuel Delivery Problems: The quickest diagnostic tool is to remove a fuel line from a carburetor, push a short rubber fuel hose on to the line and insert it into a container. Crank the engine (coil wire out of the cap and securely grounded) and watch the delivery rate. The book calls for 1 pint in 30 seconds, but if there is a problem you will quickly see only a dribble or a rapid reduction in flow after five seconds. If delivery is a problem and you have a stock fuel pump, next remove the inlet line from the fuel pump while leaving the carburetor line still open (necessary for the pump to work) and carefully put your finger over the inlet fitting. Crank the engine and see if the pump sucks your finger in. If it does not, then the pump or the push rod or the eccentric is the problem. If it does suck your finger in, then the problem is in the line from the tank; a plugged pickup, line problem, or no gas in the tank (bad gauge).

Inlet Line Problems: The inability of the pump to draw gas from the tank usually shows up on a long pull in high gear - maximum fuel use and minimum pump action. However, any hole in the inlet line will not allow vacuum to build up and that problem would be evident during cranking, since higher pump speed would create vacuum quicker. Check both original rubber hoses (above starter and at the tank outlet). Gas lines can rust through under the vehicles from dirt and moisture. There is a filter in the gas tank attached to the sending unit. Check it by carefully removing the tank outlet rubber hose over a pan and watch the flow; if the pickup filter is plugged, the flow will drop off or even stop very quickly. A continuous steady flow indicates the filter is good (or missing). Check your gas cap also, it must be vented; a non-vented cap will form a vacuum in the tank and prevent flow into the line. A non-vented cap could also allow pressure to build up from cold fuel being warmed.

Remember that the fuel delivery system works by creating vacuum in the inlet line which causes atmospheric pressure in the tank to force fuel to the carburetors. When you are trying to start a car that has no gas in the carburetors, you must allow the pump to create vacuum by continuous cranking. If you crank for five seconds, let off the key and pump the pedal, you allow the vacuum to bleed off and the pump has to start over. A Corvair starter can crank up to 30 seconds continuous before overheating. Usually 10 seconds of cranking will bring fuel, even in an FC, but it must be continuous. A shot of Gumout in each carburetor throat will help, but avoid starting fluid - it is hard on top rings and valve seats.

Fuel Management Problems: If you are confident you have good delivery and yet running problems persist that are definitely related to the carburetors, you have two choices. One is to try to pinpoint and fix a specific problem or the second is to do a carburetor overhaul and do all the neat things such as

rejetting, matching venturi cluster feed holes, adding throttle shaft seals, sealing base gaskets and making all the correct adjustments. If you do not know the history of your carburetors, the comprehensive overhaul is the route to take. Who knows what others before you have done; miss-matched carburetors and missing parts are common and make diagnosis difficult.

Diagnosis can be divided into two directions: a lean running problem or a rich running problem.

- Rich conditions usually show up as black exhaust smoke, either at idle or under acceleration, and possibly flooding on startup, or a very low idle leading to a dead engine. Shut off the engine and quickly look down the carburetor throats. If you see continued dripping gas off of the venture cluster then you have a bowl that is too full: check for a sunken float, loose needle seat or the incorrect float adjustment. If you have a late model with power valves in the carburetor, a very rich condition under acceleration will occur if the valve is stuck open or missing.
- Lean conditions can occur for a number of reasons. A good test is to use Gumout as an enrichment agent. Gently mist the cleaner over each carburetor at idle and see if the idle increases; if it does, you have a vacuum leak or a carburetor idle circuit problem. Use the same test for under load conditions. Have an assistant hold the brake and load the engine in gear (automatic or clutch) while you apply the Gumout. If the engine picks up, whichever carburetor responds needs attention.

The most common lean conditions are: enlarged PCV orifice (1964 & later) or the wrong (or worn out) PCV valve which becomes just a big leak, leaking rubber hoses at the PCV system, leaking hoses on the crossover tube, leaking carburetor base gaskets, leaking hoses on Powerglide modulator lines, ruptured choke pull-offs, and 140 secondary carburetors with throttle valves that do not close completely. Misting Gumout around vacuum connections can be helpful. One other issue that can mimic carburetor problems is valve adjustment - too tight will cause idle problems; spitting back through the carburetors and actual misses at cold startup.

1963
CHEVROLET
TRUCKS
CORVAIR 95 MODELS



A 1963 ad from the CPF FB page. Find myself looking for that A pillar rain gutter which appears absent in this photo.

Prairie Capital Corvair Association (PCCA) Membership Form

January 1, 2023 thru December 31, 2023

Type of Membership Individual \$17
Family \$20 (2 adults at one address plus children under 18)

Apply a \$5 discount for receiving the electronic version of the newsletter and other correspondence.
If joining after July 31, dues are: Individual \$8.50, Family \$10.00. If applicable, the discount is \$2.50.

Name _____ Spouse/ 2nd Adult _____

Street Address _____
City, ST ZIP _____

Home Phone _____ CORSA Membership ID _____
Cell Phone(s) _____ Spouse/ 2nd Adult _____

e-Mail Address(es) _____ Spouse/ 2nd Adult _____

Cars, Corvair and other _____

Other interests _____

PCCA strongly encourages membership in CORSA. Do you want/need information about CORSA? Y / N

Return the completed form and dues to: Glen Rittenhouse, PCCA Treasurer
1804 Columbus Dr, Pekin IL 61554

Please make checks payable to Prairie Capital Corvair Association or PCCA

Glen Rittenhouse follows "bringatrailer.com" results and has reported these to me over the past month.

April 27, 2023 1962 Monza coupe, white \$6,350
May 11, 2023 1964 Corvair Monza Spyder, 4sp, black, red interior (did not meet reserve) \$16,253



Ads from CPF facebook page, posted by Corvair Lady, Eva Mcguire

President Tim Mahler brought the meeting at 2:08pm leading the group in the Pledge of Allegiance. Only Tim drove a Corvair to the meeting. Of course, we were meeting in a building full of every type of Corvair - the CPF's National Corvair Museum which includes several Corvairs from Mike Hall's collection. Doing the meeting, a thunderstorm did roll through the area.

The secretary report for April was printed in the Flat Six, there were no amendments to the report and it was approved. The Treasurer, Glen Rittenhouse, gave his report with \$74 in revenue from dues (4) and no expenses for the period. Total Savings/Checking and Cash on hand totaled \$5,241.34. The Treasurer's report was approved by all present. Tim updated the group on membership status reporting 54 at 34 addresses (counting the two renewals at the meeting). Only 4 addresses did not renew for 2023.

Business: The tech session scheduled for the May meeting is being deferred because the parts needed for the session went into hiding.

Mike Hall gave a brief alternative tech session. After some discussions about the pros and cons of meeting at a Car show, the June meeting was moved to June 3rd at the Pawnee Prairie Days Car Show. There is a Corvair Class at the show. June also has the CORSA convention June 19-24 which would have bookcased the regular between the two events. Mike Hall noted that the State Police Museum will be one of the beneficiaries of the show and will have a presence at the show.

August 14 will be the date for the August PCCA meeting at the Illinois State fairgrounds. Jim Allen requested the display area be moved back to the grassy area from years past versus the asphalt lot. Both are near the new permanent RT 66 exhibit at the fairgrounds. Mike Hall will investigate the location.

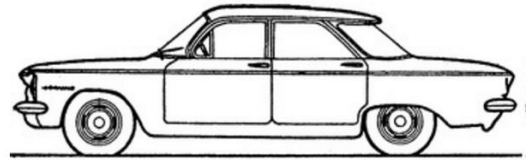
Also mentioned was the Detroit Homecoming July 13,14,15 (the Heritage Museum is undergoing upgrades so may not be a tour option this year) July 22nd is the Litchfield All transportation show (no registration). Brian Nicholson volunteered to do a tech session for July.

Museum Updates: They are working on getting a new sign for the Museum and are slated to move the Greenbrier road sign further north from its current location. Work on the Shriner Van is targeted to be completed by Memorial Day. And they are working on a remote exhibit of the Corvair Museum at eh Crawford Indiana Museum. The RT66 tour is slated to go past the National Corvair Museum June 10. The museum has been on the list as a stopping point. Being on RT66 has been a plus for museum as it helps bring visitors to the museum - both Corvair and non Corvair enthusiasts.

The SOS Show is slated for September 9, 2023. This year it is pre-registration only because of parking concerns due to the Capital Complex construction. The construction project has taken a lot of the parking area from the show area, resulting in concerns about parking.

The Bertas brought refreshments (Thank You); Mike Hall gave a brief tech session after the break.

The treasurer and president both forgot to hold a 50/50 drawing. Meeting adjourned at 3:11 pm



Some historical PCCA trivia

Memorial Day is May 29, just around the corner as the editor prepares this edition of the FlatSix. For many Americans, this means family get-togethers and cook outs on the grill. For the editor, that means cheeseburgers, thick and juicy. That in turn reminds me of PCCA's road tour to Moonshine Illinois for those unique burgers prepared by a pair of elder ladies at the crossroads of no-where and some-where in southern Illinois. Honestly, besides the restaurant, picnic tables and outhouse, the intersection, town, had nothing else. Great trip. Sue Biggs later was missing in action as we visited a salvage yard (u-pick auto storage?). Sue wondered long and far in that mystical place also known as an auto graveyard. Full story remembered in the April 2022 issue of the Flatsix.

2023 Pawnee Prairie Days Car Show
 Curry Funeral Home Parking Lot
 407 Carroll Streets (Route 104) Pawnee IL



Saturday, June 3, 2023

Registration – 8 a.m. – 11 a.m.
 Judging begins at – 11:15 a.m.
 Awards Presented – 2:00 p.m.

Entry Fee Only – \$15

Registration includes Lunch (1 lunch per registrant)

AWARDS FOR TOP IN EACH CLASS (CLASS LIST ON BACK)

Best of Show Queen's Choice Mayor's Choice

Directions: Take I-55 Exit 82. Go east on State Route 104 into Pawnee. Stay on Route 104(Carroll St.) east and car show is at corner of 5th and Carroll

PAWNEE PRAIRIE DAYS
 CAR SHOW
 SHOW CLASSES

Class A 1900 - 1975	Class H Ford	Class O Oldsmobile
Class B 1976 - 2009	Class I GM	Class P Pontiac
Class C 2010 - Present	Class J Import	Class Q Hot Rod
Class D Chevy	Class K Jeep	Class R Street Machine
Class E Camaro	Class L Mopar	Class S Truck
Class F Corvair	Class M Motorcycle	
Class G Corvette	Class N Mustang	

*Street Machine - vehicles with more than 3 modifications from original dealer-purchased condition (as determined by Show Staff).

*Mustang, Corvette and Camaro modified will be placed in Street Machine class.

- Dash plaques to first 100 entries
- Classes will be added or cut as needed, as determined by car show staff
- This is a community show with all proceeds benefiting the Pawnee Prairie Days
- Please – No Alcohol allowed on property
- No holding of parking spaces – In order to park together you must come in together
- Judging Committee – all ties will be decided by Car Show staff
- Food and drinks available on site
- Pawnee Prairie Days town festival approximately 1 block across street (carnival, rides, games, more food and drinks)
- Canopies allowed on the grass area
- Questions call Mike Hall @ (217) 494-7105, or Rich Grooms @217-306-1809

Name _____ Address _____

City, State, Zip _____ Class _____

Make _____ Model _____ Year _____

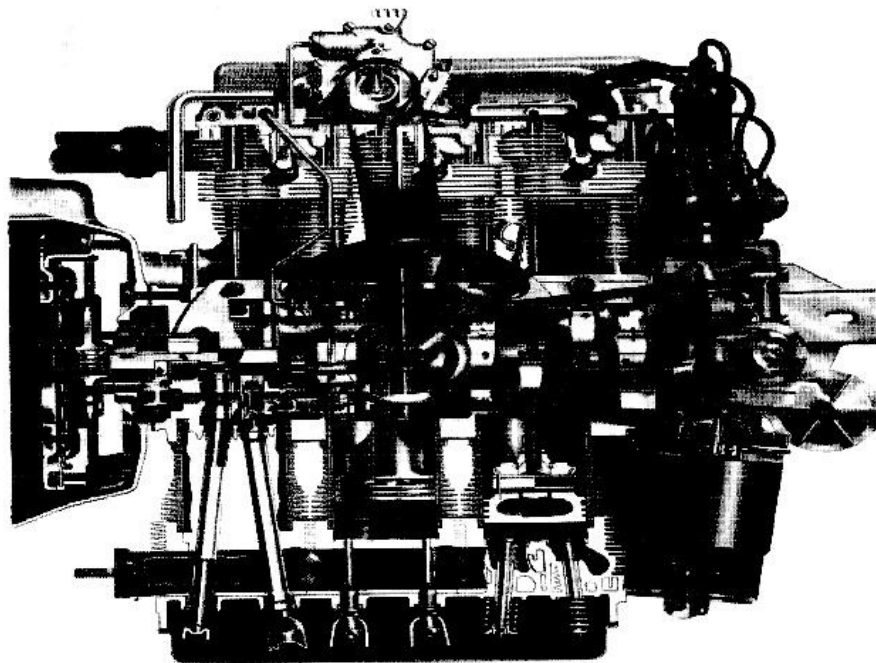
E-mail Address _____

Liability Release (must sign): I do hereby release the Pawnee Prairie Days Association and its members from all liability by reason of any injury to persons or property which I might suffer, either while in attendance of said show, or on my way to or from said show.

Signature* _____ Date _____

* If under 18 years of age parent or responsible guardian must sign entry form.

The Flat Six



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